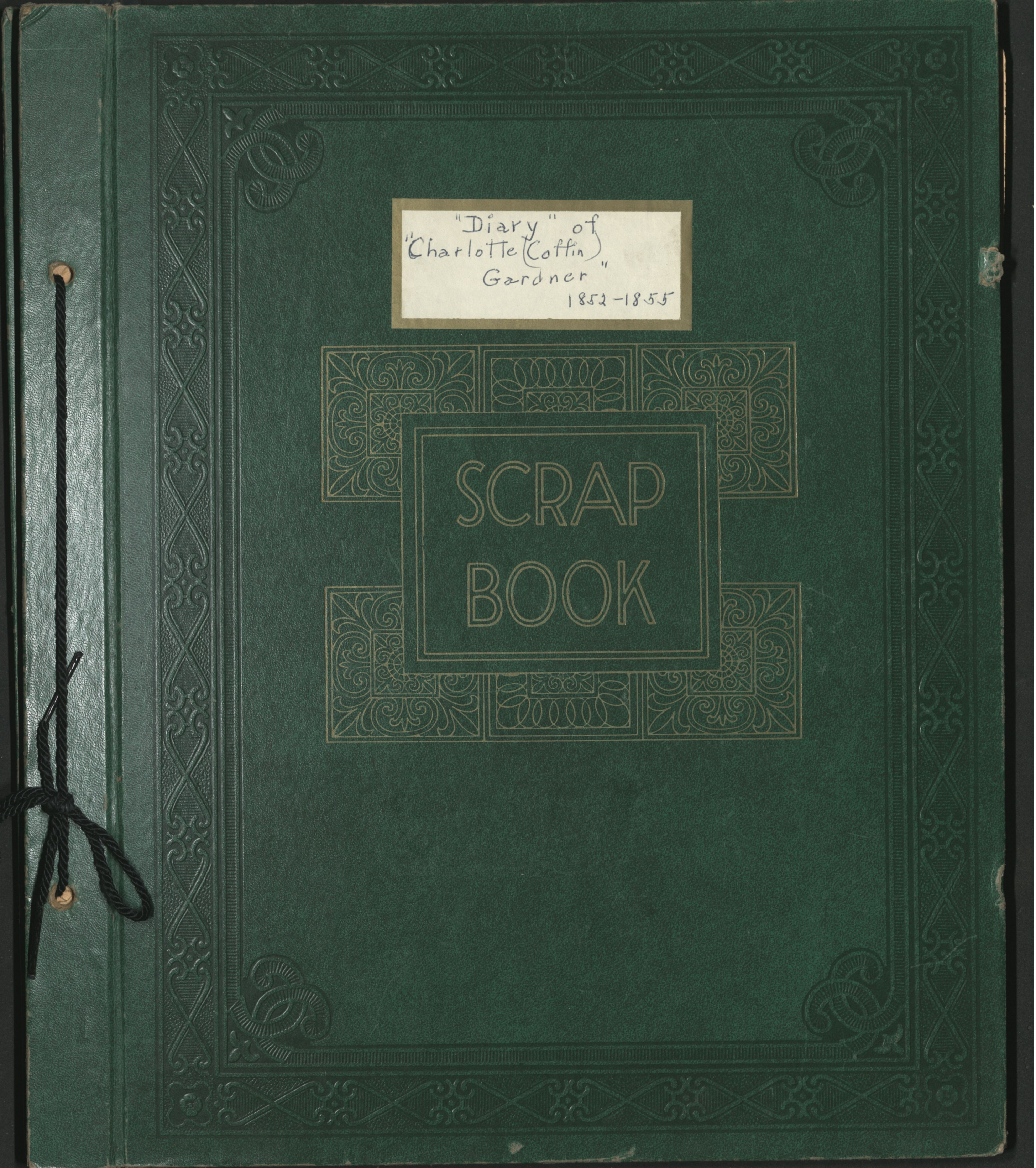


"Diary" of
"Charlotte (Coffin)
Gardner"
1852-1855

SCRAP BOOK

SB94

Grace Brown Gardner

"DIARY"

of

Charlotte Coffin Gardner

1852 - 1855

1852 - 1855

Charlotte (Coffin) Gardner
was the Great, great Aunt
of Gertrude (Porter) Pratt
and Ralph Warren Porter
Book, if not wanted, to be
donated to Nantucket
Whaling Museum

Charlotte (Coffin) Gardner
was the grandmother of
Grace Brown Gardner
and Great Aunt of
Gertrude Agnes (Porter) Pratt

N.B.

The "sewing cabinet" (next page)
pictured is on exhibit
at the "Foolger Museum"
in Nantucket, Mass. - the
gift of Grace Brown Gardner
Charlotte's grand-daughter.

A Woman's View Of Pioneer Days On Pacific Coast

MRS. GARDNER, who recorded her impressions of the Coast between Seattle and San Francisco in 1853.

By CHARLOTTE D. WIDRIG

"APRIL 3, 1853. Bought from the Indians six fish, a duck and some potatoes. Onions are 25 cents a pound. We are now under way for New York, Indian name Alki."

The foregoing entry is taken from a journal written 100 years ago by the wife of a sea captain plying Pacific Coast trade when Seattle's population included but a handful of white people.

The small events of daily living she took time to record, with details slanted towards a woman's observation of pioneer times, are now invaluable in enlarging the picture of those early days.

Sea Captain's Wife Kept Observations In Journal During Trading Voyages 100 Years Ago

The journal covers a three-year span beginning with departure from Nantucket of the sailing vessel Sarah Parker, June 23, 1852. After a seven-month trip around Cape Horn to California the ship was sold at auction to William Sayward and engaged in coastal trade between San Francisco and Puget Sound, sailing back to Nantucket in 1855.

The original journal recently has been returned to the West Coast—a gracious gift of Grace Brown Gardner of Nantucket. It was written by her grandmother, Charlotte Coffin Gardner, while she traveled with her husband, William Bunker Gardner, master of the Sarah Parker.

Because of its historical value to the Pacific Northwest, Miss Gardner believes the document belongs here rather than in Nantucket, and its care and disposition has been assigned to Mrs. Lloyd Graves, 2122 Hamlin St.

THE trip was in itself an unusual adventure for a woman, a happenstance arranged for on the spur of the moment. Mrs. Gardner had gone with her husband to look over his ship the day before it was scheduled to sail and the owner was aboard at the time.

"Why don't you take your wife along with you?" he casually suggested.

"Would you like to go?" the captain asked his wife.

After a few minutes' deliberation she decided that she would.

Upon leaving the ship Mrs. Gardner went to the schoolhouse and arranged for dismissal of her 7-year-old son, George Henry. She then returned to her home, packed up the family's belongings and spent the evening hours making farewell calls on friends. Three years later she greeted them again, carrying an infant son (Grace Gardner's father), born in San Francisco.

The entire three years, except for a short time preceding the infant's arrival, was spent on the Sarah Parker, with numerous trips ashore at Dungeness, Port Townsend, Port Orchard and other Puget Sound harbors while the vessel was loading and unloading cargo.

Entries include reports on calm days when the sailing ship moved at a snail's pace and lashing storms that drove it far off its course and set it pitching for days.

Wild flowers and Indians, ships passing in the distance, homeward bound toward Cape Horn, and dinners with pioneer celebrities such as Captain Folger of the schooner Exact (Gardner's neighbor in Nantucket) and William P. Sayward, pioneer lumberman, are interspersed with mundane details of the passing days. For example: "Sunday, 29th. Light winds again. We have read till we are tired. George and myself are going to eat some molasses candy that the cook made for us, then it will be teatime, then bedtime, and tomorrow wash day."

THE cargo of the Sarah Parker on her continuous coastal trips was mainly lumber and cordwood carried from Puget Sound to San Francisco, with a return load of general merchandise assigned to the sparsely inhabited ports of the Pacific Northwest. The entry for April 4, 1853, records this:

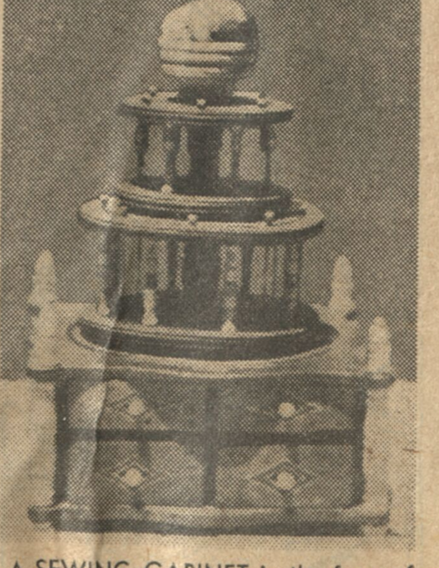
"Arr'd. at New York (Alki Point) this morning at 8 o'clock. Mr. Terry, a man for whom we brought goods, has been on board. He keeps store and with a company gets out cargoes for ships. Many Indians are on deck. George is delighted to see and hear them talk. We anchored about three ship lengths from the shore in 17 fathoms of water.

"April 5th. A beautiful day. My clothes are drying. Yesterday a brig came in and anchored near us. The captain, two passengers, Mr. Terry and Mr. Low spent the evening with us. About a dozen men live here and one family, Mr. Low, wife and five children.

"7th. Early yesterday morning George Henry and myself went ashore. G. enjoyed himself well, racing about over the prairie, under the trees and down to the shore with Alonzo and John Low.

"I walked a great distance with the two little girls, Mary and Minerva. I picked several wild flowers and saw some Indian graves not far from shore, some with a board fence around them with their basket and tin plate or cup laid upon the grave or hung over it . . .

"Mr. Low's is a log house with one door and one paper window a foot square, only one room. There are several wigwams and two grog shops here kept by white men. There is an abundance of codfish, flatfish, salmon and quahogs (clams) here, which the Indians exchange for shirts, bread, fishhooks, etc."



A SEWING CABINET in the form of a Chinese pagoda, made by seamen aboard the Sarah Parker and presented to the captain's wife.

OTHER entries particularly pertinent to the Pacific Northwest include these:

"May 3rd. We have finished loading and are now under way, having taken 15,509 feet of piles; 6,372 feet of square timber and about 80 cords of wood. During our stay here we have had about 30 men callers and many Indians. Sometimes the latter slept on the cabin floor.

"May 6th. Today, noon, we anchored in Appletree Cove, went on shore and saw several men at work in a saw mill, one log house and several wigwams.

"In one we saw an infant undergoing the process of having its head flattened. It was bandaged to a board, its hands and feet fastened down, the back of the head and forehead pressed between two boards—the eyes closed, the face very much swollen—and its little heart beat violently. Its breathing was difficult and I should have thought it was dying if it were not that they all share the same fate when infants."

On September 25, 1853, an earthquake was recorded while the ship was anchored in the Puget Sound area:

"Monday evening. We are so near land that Wm. is on deck watching. This morning about 5 o'clock we felt the shock of an earthquake. It awoke me out of a sound sleep. At first I thought the ship was ashore and they were letting go the anchor—then I thought I heard casks rolling overhead, though I knew they were all lashed.

One man jumped from his berth, but by the time he was out it was all over, and as he didn't know what brought him out, he went to bed again. Those on deck say it lasted a minute and shook the ship from stem to stern."

The length of time it took the Sarah Parker to ply her many trips between San Francisco and Cape Flattery at the entrance of the Strait of Juan de Fuca was variable. When winds were adverse it required weeks, while a record run under favorable conditions is recorded in four days.

IN October of 1854 the ship was reconditioned in San Francisco for passage back to Nantucket and set sail December 6. The route was long and circuitous, dependent upon prevailing winds which in this instance carried the vessel within sight of Pitcairn's Island. Although the coast was too rugged for a landing, a boat from shore brought them fresh fruits and wood.

The last entry of the journal tells of arrival in Nantucket May 10, 1855, after a passage of 148 days from San Francisco. Mrs. Gardner, George Henry and baby Arthur then resumed life on shore.

Captain Gardner, however, set sail August 14, 1855, again bound for the West Coast. His ship unfortunately collided with a brig in the harbor of Rio de Janeiro and legal entanglements dragged on for months. In May, 1856, at the age of 44, he booked passage home on the Hannah Thurston, contracted a fatal case of yellow fever en route, and was buried at sea.

Mrs. Gardner, expecting her husband to arrive when the ship was docked, waited for the hack which would bring him to his door. It customarily was beneath a captain's dignity to walk home from a ship.

But the hack passed by without stopping and proceeded up the street, discharging passengers. Soon three elderly gentlemen with bowed heads came up the walk and Charlotte Gardner, wife of Capt. William Bunker Gardner, knew before they spoke that she was a widow.

The Seattle Sunday Times
MAGAZINE
MARCH 9, 1958
Member Pacific Sunday Magazine Group
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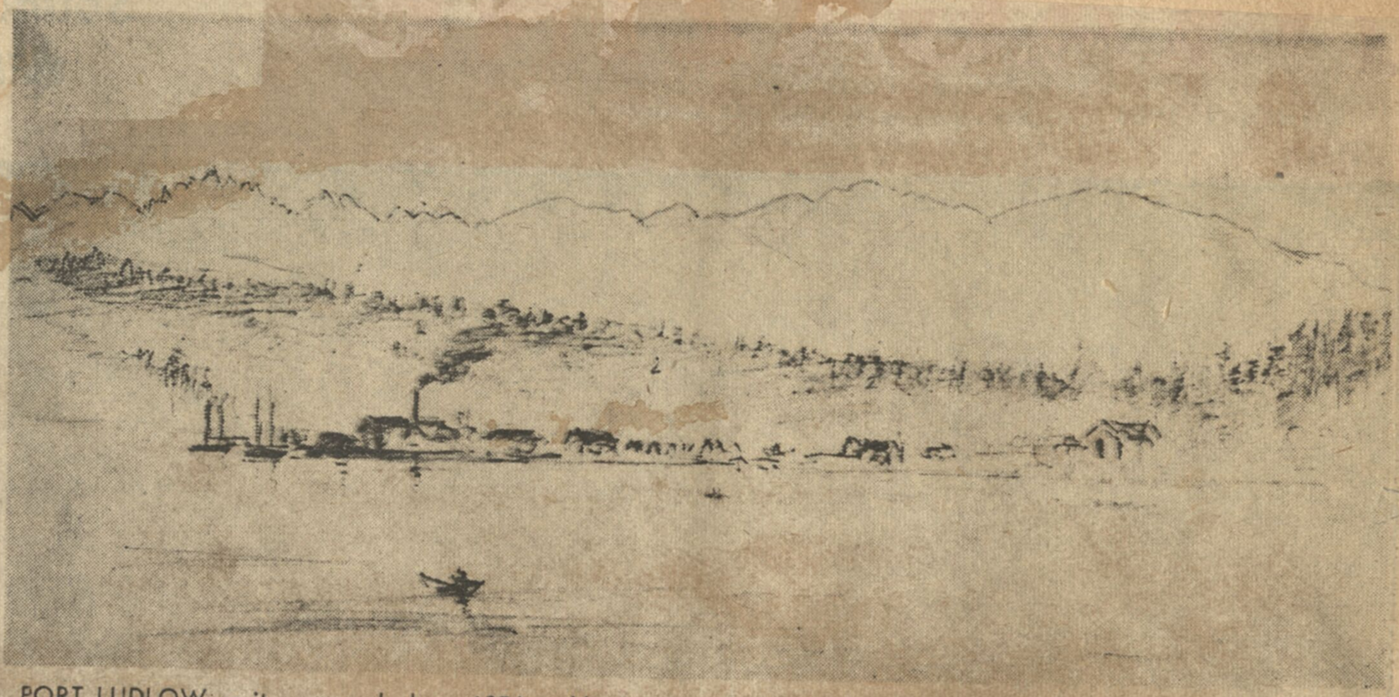
A Woman's Views of Puget Sound in 1850's



PORT LUDLOW as it appeared about 1874 to Harrison Eastman, a traveling artist from San Francisco. The Port Ludlow sawmill was built in 1853 by William P. Sayward, owner of the bark Sarah Parker, which made numerous visits to the port to load lumber.—Reproduced from Eastman sketch book, courtesy of Miss Alta F. West, Tacoma.

(This is the first in a series of articles based largely on the diary of a New England ship captain's wife visiting Puget Sound in the early 1850's. As the diary never has been published, most of the material in the series will be appearing in print for the first time.)

By LUCILE McDONALD

A RECENT lecture series at the Seattle Museum of History and Industry drew attention to what is perhaps the first account of life on Puget Sound written by a woman.

Mrs. Lloyd Graves, speaking before a group of Seattle teachers on the pioneer period in this area, made frequent reference to the journal of Charlotte Coffin Gardner, which has been in Mrs. Graves' possession since 1937.

It was given to Mrs. Graves by Mrs. Gardner's granddaughter, descendant of the first Tristram Coffin, one of the founders of the dissenting Quaker colony which settled Nantucket Island, Mass.

The diary was written between June 23, 1852, and May 1, 1855, on board the bark Sarah Parker, which carried lumber and piling for William P. Sayward, builder of the second steam sawmill in the Puget Sound Country. Sayward was one of the founders of Port Ludlow.

Through two Framington, N. H., schoolteachers, who spent a year in Seattle, Mrs. Graves learned of the diary owned by their friend, Grace Brown Gardner of Nantucket.

Mrs. Graves visited Miss Gardner at the old family home on the island. The latter, seeing her visitor's great interest in the book and her careful research on Nantucket sailing masters who had been to the Pacific Northwest, gave the journal and other family papers related to the voyage to the Seattle woman.

CAPT. WILLIAM GARDNER, born in 1811, was a whaling master from 1839 to 1843. He took command of the ship South Carolina and in 1849 transferred to the bark Courir, in which he came out to San Francisco.

Gardner's next vessel was the Sarah Parker, of 387 tons, built at Badger's Island on the Piscataqua River in Maine. Apparently he took charge of her at Talcahuano, Chile, and sailed the ship to Nantucket to prepare for the voyage described in his wife's log.

The Sarah Parker had been sent by New York interests to San Francisco in the early days of the California gold rush. She changed hands several times.

During the Parker's passages from San Francisco to Puget Sound described in Mrs. Gardner's journal the ship was the property of Sayward. He had two other vessels in the coastal timber trade, the Merchantman and the Willimantic.

Sayward, born in Maine in 1818, reached Washington by a roundabout route. He had been appointed to the captaincy of a military unit in the Mexican War, but his troops were not called up and his commission did not arrive. He was in Washington, D. C., when news of discovery of gold in California reached the national capital.

Sayward had a knack for expediting anything he desired. Obtaining from Secretary of State Buchanan a letter to the Spanish minister, he gathered written introductions to prominent persons in Mexico. These were an opening to the venture on which he had decided to embark.

WHILE most Argonauts were paying for expensive passages to California by way of Panama, Sayward organized a party of 40 men and set out on an inexpensive and rapid overland trip.

They took passage from New York to Port Isabel, Tex., bought riding horses, pack animals and two wagons in Brownsville and went to Monterey, Mexico.

There Sayward flourished his first letter of introduction, to the magistrate. The expedition followed the route to Saltillo, Durango and Mazatlan, where the men sold the horses and boarded the Dutch brig Antonio.

Sayward arrived in San Francisco in April, 1849 94 days after departing from New York. His total cost was $200. Most gold-hunters spent twice the time going by way of Panama and dispensed from $600 to $1,000.

Sayward borrowed money with which to start a trading post at Placerville and was making an excellent profit until a flood in the winter of 1849-50 carried away mules, horses and goods. He stayed around the rest of the winter and practiced law.

Most of the men with whom Sayward associated in Placerville were from Oregon Territory. They told him they had to go home because the legislative assembly had passed a law affecting their land claims and they had to protect their holdings.

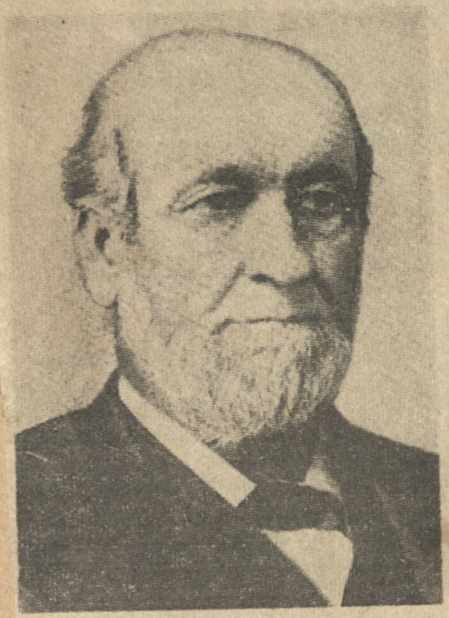
In September, 1850, Sayward made a trip to carry $20,000 in gold to the Philadelphia Mint. On his return to San Francisco the following April he had $7,000 in capital and opened an office which bore a sign reading: "Gold Dust, Banking and Exchange." He made $15,000 in the first seven months.

San Francisco had a disastrous fire that June and in 1852 part of Sacramento went up in flames. This sent lumber prices from $12 a thousand feet to $150 within 24 hours.

SAYWARD thought he might make more money from timber than from the banking business. He had heard of a sawmill site at the falls at Oregon City and went there to inspect it, only to find Dr. John McLoughlin established on the spot.

While Sayward looked about for another place he speculated on shipping a cargo of Oregon flour to San Francisco and made $4,000 profit. Next he turned his attention to Puget Sound.

It cost him $140 to get an Astoria bar pilot to carry a message out to



WILLIAM P. SAYWARD

a ship which was to have entered the Columbia River for a lumber cargo. Sayward ordered the captain to change his course for the Strait of Juan de Fuca.

Meanwhile Sayward, followed closely by two competitors, made for the Cowlitz River. Before reaching Puget Sound he crossed the flood-swollen Newaukum River and contrived to lose the ferryman's small boat, for which he paid. This left his two rivals cooling their heels on the wrong side of the stream.

Sayward reached Steilacoom and bought a cago of lumber from Thomas M. Chambers' mill, but the proprietor would deal only in cash and refused drafts on Portland.

Sayward said he would return to the Willamette Valley and bring the money. The craft which had ferried him still was adrift and, the tale goes, he had to swim the Newaukum River.

The deal went through, Sayward made another $4,000 profit on his lumber cargo and hired an Indian and canoe to take him down the Sound to hunt a millsite.

SAYWARD acquired two ships, the Merchantman and the Sarah Parker, and, having found a millsite at Port Ludlow, put his establishment in operation in March, 1853. He remained there only five years, leasing his mill to Amos Phinney & Co. of San Francisco in 1858 for $500 monthly.

Phinney purchased the properties in 1874.

Sayward, who had transferred his own timber business to Victoria, in the same year moved south because of his health. After living for a time at Warm Spring Valley in Tennessee he invested in desert land at Santa Ana in California's San Jacinto Valley in the 1880's, put it under irrigation and made a great success with orange groves until his death in 1905.

Mrs. Gardner's diary has little to say of Sayward. Her first mention of his name was February 14, 1853, when she wrote:

"The ship was sold at auction Saturday the 12th for $6,000. She is going immediately to Puget Sound for a load of timber. William P. Sayward owns seven eighths of her."

Mrs. Gardner's story of what she saw will be told in later installments.

March 9, 1958

Today's Cover

PORT LUDLOW, one of the early sawmill sites on Puget Sound, was the locale of the episode depicted by Parker McAllister, Times artist, on Page 1 of today's Magazine Section.

The year was 1853 and the windjammer in the foreground was the bark Sarah Parker, out of Nantucket. The Sarah Parker was in port to stow lumber for delivery in San Francisco.

Aboard the bark was a woman, wife of the master, Capt. William Gardner. She made five trips in all to Puget Sound with her husband and recorded her observations in a diary, basis of the series or articles beginning on this page.

(Lucile McDonald, Seattle Times staff writer, is visiting Europe and the Near East. Here she tells of a visit to the Azores.)

By LUCILE McDONALD

SANTA MARIA, Azores.—Transatlantic planes stop in the Azores Islands only in the night, and the tourist who expects at least a glimpse of Santa Maria is gone before he is aware of it.

A pause between planes is worth the time. Usually this means the visitor will spend two days on Santa Maria

LUCILE McDONALD

Diary Describes Nantucket Bark's Voyage to Puget Sound in 1852-53

Vessel in coastal lumber trade arrived at Strait entrance on stormy March day

(This is the second in a series of articles based on the unpublished diary of Charlotte Coffin Gardner, who visited Puget Sound in the early 1850's aboard a sailing vessel. The journal of Mrs. Gardner, a Massachusetts woman, is owned by Mrs. Lloyd O. Graves of Seattle.)

By LUCILE McDONALD

IT was a fair day in June, 1852, when Charlotte Coffin Gardner set out from Nantucket Island for Puget Sound by way of Cape Horn.

Young Mrs. Gardner, wife of the master of the bark Sarah Parker, a converted whaler, was not aware she was traveling to the Northwest Coast. Her husband, Capt. William Gardner, expected to deliver his cargo to the owners' representatives in San Francisco. It was impossible to anticipate what the voyage would lead to or how long it might last.

Captain Gardner made his wife and 7-year-old son, George, comfortable in a cabin adjoining the pantry. Later he enlarged the room, turning the berth athwart and providing a cot for the boy.

George at first amused himself lookout of the one little porthole with his spyglass. Mrs. Gardner sat on the bed to write and eat her meals. She made curtains for the two cabin doors, hemmed a tablecloth and watched her husband put up two shelves.

AS the Sarah Parker sailed south the captain's wife recorded her impressions. Sunday, July 11, for instance, she wrote that her husband was reading "Uncle Tom's Cabin." A few buckets of rain water were caught.

The day's menu consisted of boiled eggs for breakfast, salt meat and plum duff for dinner and lemon pie which Mrs. Gardner made for supper. She had done her first washing on board, using a large bucket of water for 32 pieces and hanging them to dry on a line strung from boat davits. A school of sperm whales passed near the ship that day.

In fair weather the captain's wife sat on deck. One day she did her ironing out there, spreading the laundry on top of the potato chest.

George learned to sew new sails. His mother stitched a new jacket for him.

Freshly caught fish helped vary the cook's menus. Sometimes Mrs. Gardner made mince pies and cake.

The Sarah Parker passed many ships, one of which the captain guessed must be a slaver. September 29 he sighted Staten Island, southeast of Tierra del Fuego—not the New York island of the same name. It was 20 miles away and looked as though it had dark woods covered with snow. Killer whales were sighted, as were sails of four ships bound round Cape Horn.

Tempests set in and heavy seas which wet the sailors from head to feet. The Sarah Parker began a zigzag course, at the mercy of the weather.

On George's birthday anniversary, October 10, Mrs. Gardner wrote:

"Just spoke the English brig John Cobbald 130 days out. They have been beating about here 38 days, short of water, with eight passengers. One lady with an infant was seen on deck."

The Gardners encountered thick fog before night. Next day the Sarah Parker was hove to because of head winds which blew steady gales. The weather was cold and Mrs. Gardner wrote, "Something ails someone or other all the time."

OCTOBER 21 the steward fell from the foretopsail yard into the sea. He was a good swimmer and was able to grasp a line, so was saved. It was his first dousing in 20 years at sea.

Ten days later violent winds split the main sails, carried away the foretopmast stay and damaged the bulwarks. The only safe place for Mrs. Gardner and her son was in bed. That night the cabin was "full of frozen sails to be thawed and repaired."

One of the men, who had been around the cape 14 times, said he never had experienced so much stormy weather at one time. From three to six men were off duty constantly because of their ills in the stormy period.

"We have had but one fair wind . . . in 11 days," Mrs. Gardner wrote.

Scurvy was showing itself by November 23 in spite of all precautions.

November 29 the ship entered Talcahuano, port of Concepcion, Chile. She had been two months beating her way around Cape Horn from Staten Island. Some Americans lived on the harbor and several American vessels were in. Gifts of fresh strawberries were a welcome surprise. Green peas and fresh milk were other variations of the diet.

CHRISTMAS DAY the Sarah Parker was near the equator in Latitude 4 South.

"We celebrated by having beef soup for dinner and plenty of sugar gingerbread," wrote Mrs. Gardner. "The men had boiled ham and plum pudding and gingerbread."

January 29, 1853, Mrs. Gardner was awakened by the call of "Land in sight!" A pilot was taken aboard at 10 o'clock in the forenoon and the next day the ship was anchored in San Francisco's lower harbor. She moved in to the wharf two days later and was visited by many Nantucket seafarers.

Among the guests in the next few days was Capt. Isaiah Folger of the Exact, the schooner which had set ashore the Denny party at Alki Point in the previous year. Captain Folger was descended from Peter Folger, another of the founders of the Nantucket community.

February 12 the Sarah Parker was

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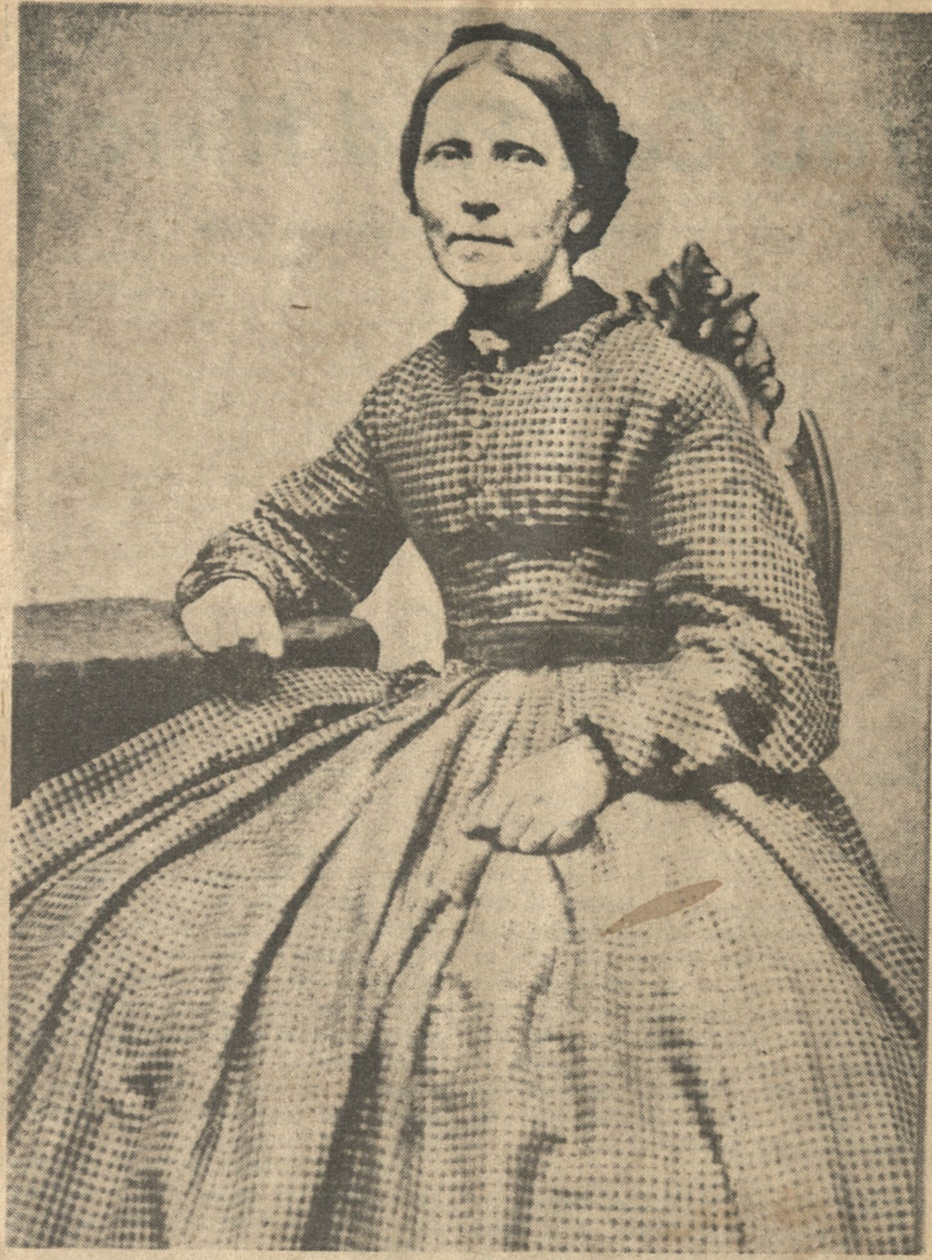


CHARLOTTE COFFIN GARDNER, wife of Capt. William Gardner, did not know she was to see the Pacific Northwest when she left Nantucket Island in June, 1852, aboard her husband's command, the bark Sarah Parker. She told of the journey in her diary, now owned by Mrs. Lloyd O. Graves of Seattle, who also owns the pictures reproduced on this page.

sold at auction to William Parsons Sayward for the Puget Sound - San Francisco lumber trade. The Gardners would go north with her. They expected to be about three months making the round trip. They had one new acquisition for the vessel, "a nice little stove for the cabin."

Before departing Mrs. Gardner took George to a doctor and got a prescription for his cough—syrup of ipecac, syrup of squills, balsam of Peru and paregoric. George also was vaccinated.

FEBRUARY 25 Mrs. Gardner wrote: "We are now out in the stream. Mr. Boyd of Maine is going as mate. We have 12 seamen and a cook and steward. The latter is an Indian belonging on Long Island, is a widower and has three children in Baltimore."

The bark waited four days for wind. The weather turned cool and the Gardners discovered rats on board for the first time since leaving Nantucket.

Mrs. Gardner's diary recorded March 21: "This morning we made land . . . I am going to boil candy.

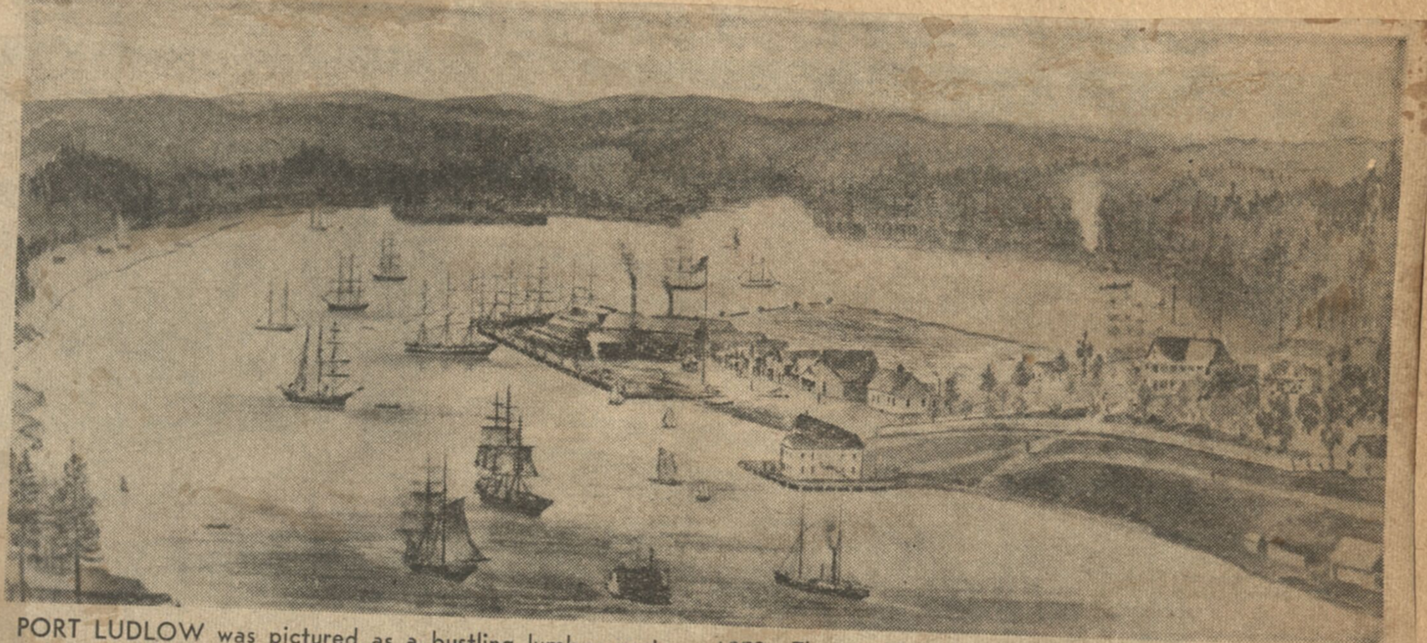
"23 — Owing to a strong southerly current, we fell to leeward of the entry (to the Strait of Juan de Fuca) and were obliged to stand off. We have now just made the land again.

"Weather quite cool. This morning had a squall of snow and rain which covered the deck to a depth of two inches. We often see finbacks (whales) spouting and sometimes a log of wood and a limb of a tree.

"25—At the entrance of Fuca Strait the wind is blowing most a gale; it is near night and all hands are on deck shortening sail."

(To be continued.)

A Seafaring Visit to Puget Sound in 1853



PORT LUDLOW was pictured as a bustling lumber port a few decades after Charlotte Coffin Gardner saw it in 1853. The artist's conception was reproduced here from an old-time print in the University of Washington Library.

(This is the third installment of a series of articles.)

By LUCILE McDONALD

HOW the Puget Sound country looked to a sea captain's wife when she first saw it nearly 105 years ago is described in the diary of Charlotte Coffin Gardner, now in the possession of Mrs. Lloyd O. Graves of Seattle.

Mrs. Gardner had sailed from Nantucket seven months earlier in the bark Sarah Parker, commanded by Capt. William Gardner. She was accompanied by her son, George, aged 8.

At San Francisco the vessel was purchased by William P. Sayward for the lumber trade.

As described in a previous installment of Mrs. Gardner's journal, the ship arrived off Cape Flattery March 25, 1853. The vessel was driven out to sea by a gale and hove to until the winds subsided. She entered the Strait of Juan de Fuca after six blustery days of waiting. She proceeded slowly in rainy weather.

MRS. GARDNER wrote April 2, "Last night after 10 o'clock we had a gale of a wind and came very near to getting ashore on Bonilla Island (there is a Bonilla Point on the Vancouver Island side of the entrance of the strait). It was very dark and the first we perceived, breakers were near and lights were seen on shore.

"William . . . called me at 1. I dressed without taking off my night dress, put on my cloak and hood, then sat down and waited till the danger was passed and one watch had gone below. At 3 I went to bed and slept till 7. Daylight was a welcome visitor to us this morning.

"We are now safely anchored off the settlement (of) Dungeness, about three miles from the shore. Three white men have been on board who wish to supply us with timber. They say about 25 men live here and get out cargoes for ships. A canoe of Indians have been alongside."

(John Thornton, D. F. Brownfield, George H. Gerrish, John Donnell and B. J. Madison were among settlers at Dungeness that year.)

Mrs. Gardner said four men visited the ship on Sunday and bought two barrels of flour at $25 a barrel. The

THE diary relates: "April 4 — Arrived at New York this morning at 8 o'clock. Mr. (Charles C.) Terry, a man for whom we brought goods, has been on board. He keeps store and with a company gets out cargoes for ships.

"Many Indians are on deck. George is delighted to see and hear them talk.

"We are anchored about three shiplengths from the shore in 17 fathoms of water. (This would have been between Alki Point Lighthouse and the bathing beach.)

"5 — A beautiful day. My (laundered) clothes are drying. Yesterday a brig came in and anchored near us. The captain, two passengers, Mr. Terry and Mr. (John N.) Low spent the evening with us.

"About a dozen men live here and one family, Mr. Low, wife and five children. (Low and Terry had been among the three advance scouts of the Denny party who selected the Alki site for a future town. Terry had helped David Denny build the first cabin late in September, 1851. Some members of the party moved to present Seattle in the spring of 1852, leaving Terry and Low at the old site.

APRIL 7 — Mrs. Gardner wrote: "Early yesterday morning George Henry and myself went ashore. George enjoyed himself well, racing about over the prairie under the trees and down to the shore with Alonzo and John Low.

"I walked a great distance with the two little girls, Mary and Minerva. I picked several wild flowers and saw some Indian graves not far from the shore, some with a board fence around them, others in this form (pyramidal) with their basket and tin plate or cup laid upon the grave or hung over it. Over one child's grave was hung the little tin cup he used to play with.

"Mrs. Low's is a log house with one door and one paper window a foot square, only one room. There are several wigwams and two grog shops here, kept by white men.

"There is an abundance of codfish, flatfish, salmon and quahogs (clams) here which the Indians exchange for shirts, bread, fishhooks, etc.

"Evening. We left New York this morning and are now anchored in Port Orchard, tied to a tree and ready to commence loading in the morning. The place reminds me of the Kennebec River (in Maine), the trees close by and the water deep.

SUNDAY, April 10, Mrs. Gardner reported: "This morning William, George and myself went ashore, wandered in the woods and got a few flowers and along shore picked up a few shells and dug some clams. There are plenty here. We also saw a bald eagle.

"12 — Our owner, Mr. Sayward, has just come on board. He has been traveling over the country to find the best place for his sawmill. He says that he has traveled over hundreds of acres of prairie land, that he presumes no white man has ever traveled before.

"16 — Saturday. Mr. Sayward has just left us to go to Port Ludlow. During his stay he has been gunning and cutting piles."

Sayward had explored the Sound also in a canoe and found a site he desired at Port Ludlow, near a stream with a waterfall and adjoining a camp of 300 Indians, some of whom he later induced to work for him. He had ordered machinery in San Francisco for a sawmill.

The Columbian, Olympia newspaper, in its edition of May 21, 1853, said that Sayward was erecting "an extensive system of steam and waterpower sawmills."

Bancroft's history describes the mill as being on land which J. K. Thorndike had taken as a land claim in the previous year. Thorndike (or Thorndyke) is credited with taking another claim on Whidby Island in September, 1853.

over

AFTER Sayward ended his visit on the Sarah Parker Mrs. Gardner wrote:

"April 18 — Yesterday we went about three miles where three white men and some Indians are encamped getting out timber for us. (It is possible that one of them may have been Capt. William Renton, for whom the city of Renton is named.)

"We had fine sail, in the afternoon went on shore nearby where three men had a log house and were getting timber. They burned pine knots for lights and their seats were made of the trunks of trees.

"20 — Early yesterday morning, William, George Henry and myself with five Indians went in the boat to New York, about nine miles, got some potatoes and got back in time to have some wild duck for dinner. Today we are to have wild pigeon, tomorrow fresh salmon. We have six Indians at work assisting load the ship.

"24 — Sunday. Today we started to have a sail, but a squall of rain came on, so we landed and took shelter under the trees till it passed, then returned on board the ship and dined on fish chowder and plum pudding.

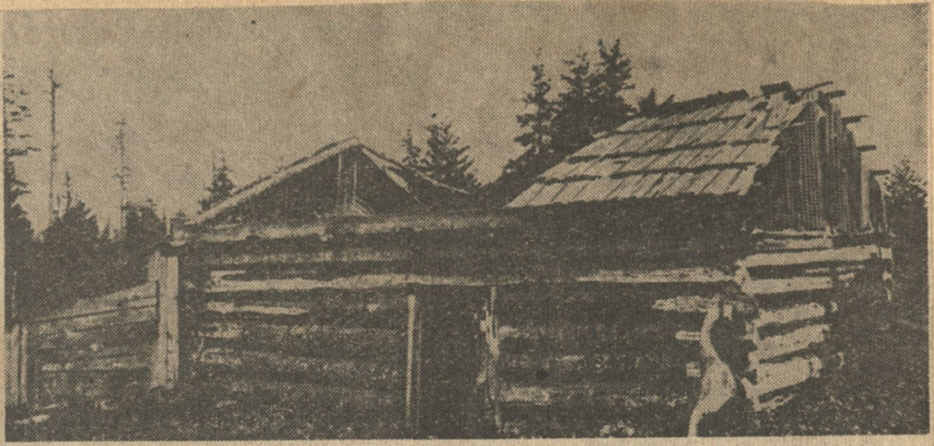
"27 — Yesterday while we were at dinner the ship dragged anchor and went ashore. The hawser tore away part of the stern and it was 8 o'clock before we were again anchored. More than half the time the men worked in a pouring rain. The tide here runs very strong."

May 3 the captain's wife was able to write that loading at Port Orchard was finished. During the family's stay in the harbor about 30 white men and many Indians called on the ship.

"Sometimes the latter (Indians) slept on the cabin floor," Mrs. Gardner wrote.

In this period the ship took on 15,509 feet of piling, 6,372 feet of squared timbers and about 80 cords of wood. She now was ready to move to another part of the Sound.

(To be continued.)



THE FIRST CABIN at Alki was the home of the John N. Low family when Mrs. Gardner visited the pioneer settlement. This photo was taken many years later, when the cabin had fallen into disrepair.

captain purchased fresh supplies from the Indians, including six fish, a duck and some potatoes. Onions cost 25 cents a pound. That night the ship was off to "New York Alki," now known as Alki Point, Seattle.

Life in Puget Sound Ports

105 Years Ago

(This is the fourth article in a series based largely on the diary of Charlotte Coffin Gardner, who visited Puget Sound in 1853 and 1854 aboard the bark Sarah Parker. The diary is owned by Mrs. Lloyd O. Graves of Seattle.)

By LUCILE McDONALD

OPERATION of an early-day lumber-carrying sailing vessel became routine even for the captain's wife — after she had grown accustomed to anchoring here and there in forest-inclosed coves on Puget Sound.

A woman on board one of the few ships in these lonely places in 1853 had to amuse herself.

Mrs. Charlotte Gardner, wife of the captain of the bark Sarah Parker, related in her diary small details about her activities while she waited for the vessel to load or unload.

Last week's article gave Mrs. Gardner's account of a visit to Port Orchard, where the ship had taken on most of its cargo. The Sarah Parker next went to Appletree Cove (Kingston), arriving May 6. Mrs. Gardner went ashore and saw several men at work in J. J. Felt's little sawmill. (The owner moved the mill to Port Madison the next year.)

MRS. GARDNER said Appletree Cove had one log house and several "wigwams." Here she saw what to her was an astonishing thing. In one of the Indian dwellings an infant was undergoing the process of having its head flattened.

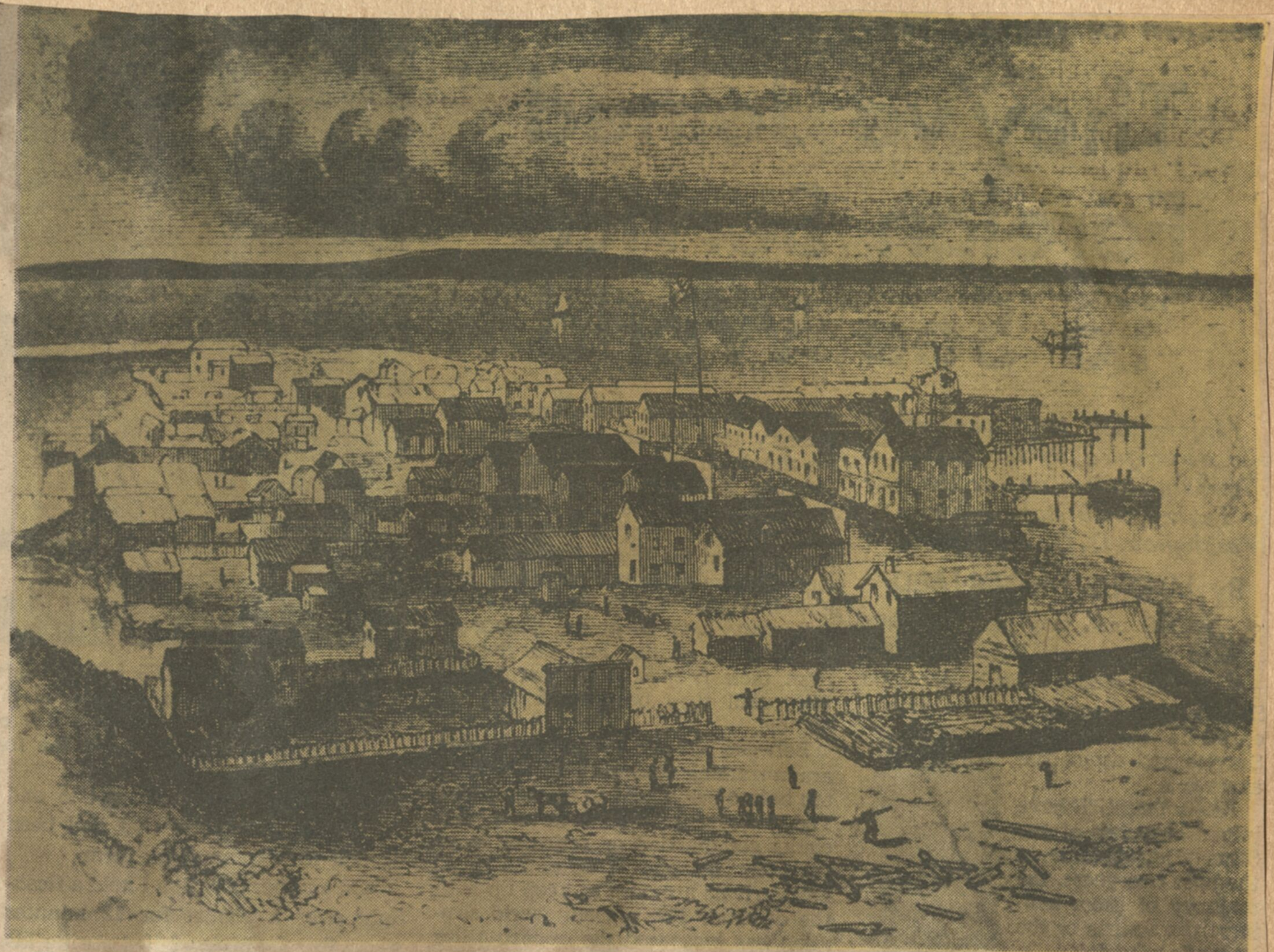
"It was bandaged to a board," Mrs. Gardner wrote, "its hands and feet fastened down, the back of the head and forehead pressed between two boards, the eyes closed, the face very much swollen and its little heart beat violently. Its breathing was difficult and I should have thought it was dying if it were not that they (the Indians) all share the same fate when infants."

Possibly the baby's excited heartbeat was from fear at seeing the strange white woman.

On Sunday, two days later, the Sarah Parker anchored near Port Ludlow, where the owner, William P. Sayward, was preparing to operate a sawmill. He boarded the ship and stayed till midnight. Early in the morning the Gardners went ashore.

"We walked about two hours through the woods till we came to a stream that falls 40 feet, where Mr. Sayward intends running a sawmill," Mrs. Gardner reported. "The bark on some of the trees is nearly a foot thick."

The Gardner's took breakfast and dinner aboard Sayward's brig, the Merchantman, which had arrived prior to April 23, carrying "machinery of 45 horsepower" for the mill. Captain Boyling was loading in Port Ludlow.



PORT TOWNSEND was one of the settlements visited by Charlotte Coffin Gardner when she called in Puget Sound aboard her husband's ship in 1853. This drawing was published in a New Harper's Magazine in 1870.

THE Sarah Parker sailed for San Francisco late Sunday afternoon, with three Indians bound for California as passengers. The ship docked May 23, the cargo of timbers was sold at 35 cents a foot and preparations were made to return north as soon as the cargo was discharged.

Meanwhile Mrs. Gardner shopped for a dress, shoes and bonnet and visited Nantucket friends. Oranges, she reported, sold for a bit (12½ cents) apiece and candy, a bit a stick.

The ship acquired a fresh coat of paint and a new mate. Sayward, the Gardners learned, had gone to Sacramento, where he had business matters requiring attention.

Again the Sarah Parker was on the high seas. The first week out of San Francisco was rough. July 2 the vessel entered the Strait of Juan de Fuca and steered for Dungeness.

"The three Indians seem to be overjoyed to be so near their homes and no doubt they will have much news to tell," Mrs. Gardner observed. "One of them has collected about two cartloads of old clothes as presents, I suppose."

She told of going ashore to visit the Indian houses. "They get clams the size of your hand which they roast, then smoke for their winter provision," she wrote in her diary.

A DOZEN white men were at Port Ludlow when the Sarah Parker arrived. Indians took wild gooseberries, currants and raspberries to the ship.

The Gardners went to Port Townsend with three Indians named Daniel Webster, Bill Smith and John.

"They pulled all the way going, the last hour against the tide," wrote the captain's wife. "It was so rough that I was seasick.

"We arrived there at noon, saw several families and many Indians. One nice log house is being built for Captain (William) Webster . . . At 2 went on board the ship Mary Adams (then loading spars for China), had venison, clam soup, green peas, pies, etc., for dinner. Captain and Mrs. Webster, Captain Sawyer (who was drowned later) dined on board.

"Mr. (Loren B.) Hastings and family, Capt. Canes (Joseph Caines) and family, Mr. (Albert) Briggs and family, Mr. (Alfred) Plummer, Mr.

Con't - next page over

(Thomas) Hammond and family, Captain Cozens and 'Richard my son' (unexplained) lived on shore.

"At 4 o'clock we started to go back and had a beautiful sail, fine weather, fair wind and tide. The Indians used their oars only about half an hour."

BECAUSE the weather was so warm the Gardners moved out of their cabin and into a tent on deck made of sails. They also ate their meals there.

Captain Gardner took advantage of the empty quarters to hunt rats, smoking several out of the vessel's hold. Two days later the family had to return to the cabin, a sudden rain having caused the improvised tent to leak and dampen their beds.

July 15 the Merchantman came in, bringing a Mr. Fuller, Mrs. J. K. Thorndyke (wife of Sayward's mill partner) and two children. (Thorndyke in September, 1853, filed a donation land claim on Whidby Island.)

The next Sunday Mrs. Gardner told of a trip to view a duck pond and gather wild gooseberries. She saw many wild roses.

THE diary continued:

"July 22 — This morning I have put in two pans of bread, made one of plum cake and a pudding . . . George shelled green peas. Now I must sew on George's new pants.

"25 — Yesterday after breakfast three men came on board and stayed all night, sleeping on the cabin floor on their blankets. The night previous they slept in the woods under their canoes.

"Travelers passing up and down (the) Sound often draw their canoes on shore and sleep under the trees with their blankets for covering.

"31 — We finished loading, having taken on 18,000 feet of piles and timber and 65 cords of wood. The longest stick is 94 feet and the largest measures 19 inches across the butt . . . One day (while walking in the woods) we measured a tree which was 40 feet around."

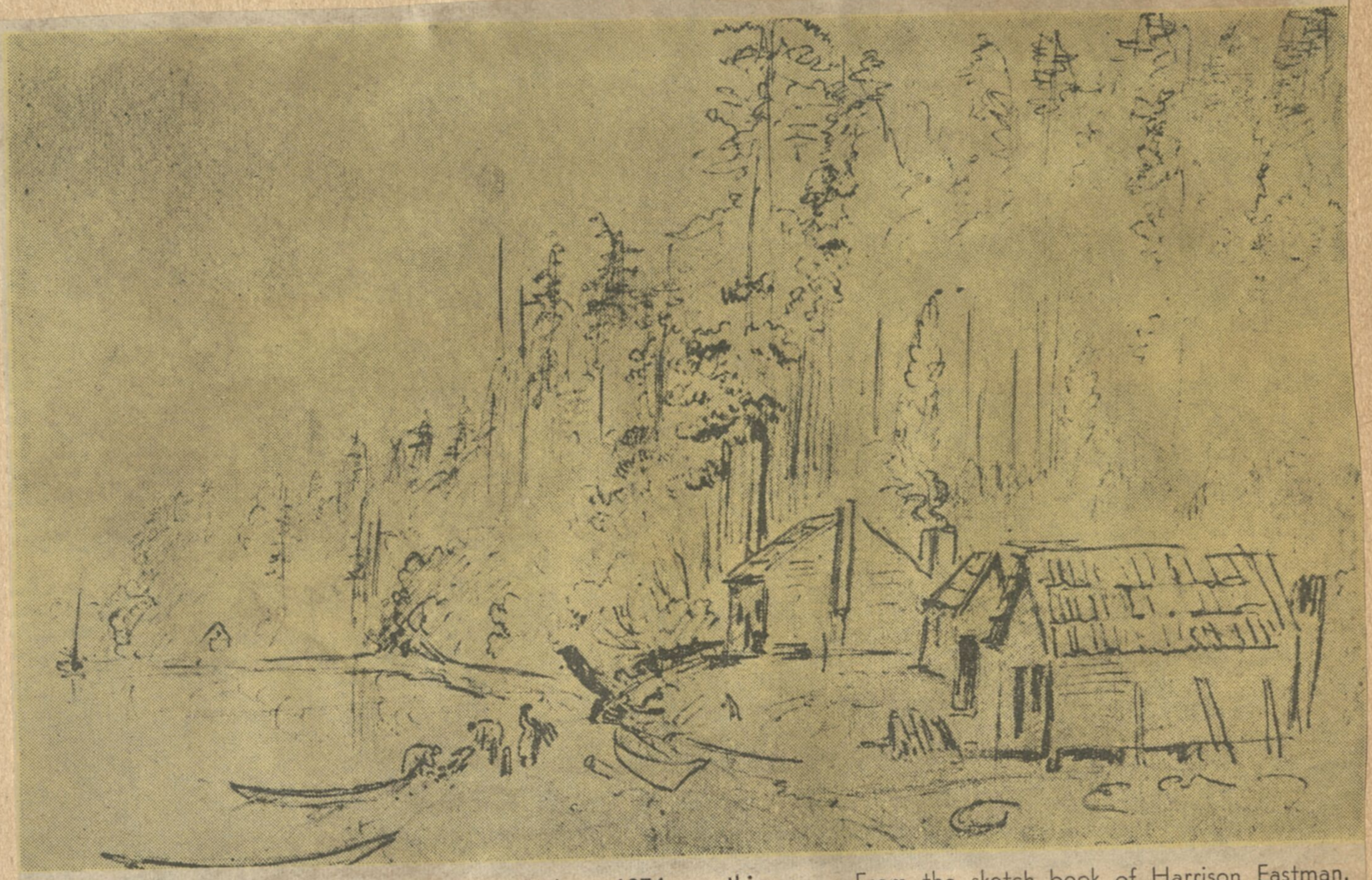
The Sarah Parker hove to at Dungeness long enough to take on 60 salmon. She arrived in San Francisco August 11.

The cargo sold well and the ship sailed north again the last day of the month. She was becalmed six days in the Strait of Juan de Fuca, reaching Dungeness September 21 and Port Townsend the next day. There were now nine families in the latter town.

(To be concluded.)

CHARLOTTE COFFIN GARDNER

Events of 1853 at Port Discovery



AN INDIAN SETTLEMENT on Puget Sound about 1874, 20 years after the visits of Charlotte Coffin Gardner to this area.—From the sketch book of Harrison Eastman, artist, now owned by Miss Alta F. West of Tacoma.

THE SEATTLE TIMES, SUNDAY, APRIL 6, 1958.

(This is the fifth and last article of a series based largely on the unpublished diary of Charlotte Coffin Gardner, who visited Puget Sound in 1853 and 1854 aboard a sailing vessel. The original diary is owned by Mrs. Lloyd O. Graves of Seattle.)

By LUCILE McDONALD

GLIMPSES of events on Puget Sound in the 1850's, as gleaned on five voyages from San Francisco by Mrs. Charlotte Gardner, are contained in her diary.

Mrs. Gardner, wife of Capt. William Gardner of the bark Sarah Parker, observed increases in population on the Sound on each successive trip.

The vessel did not visit Port Discovery, west of Port Townsend, until her third trip, when Captain Gardner was instructed by the owner, William P. Sayward, to go there to load, October 2, 1853.

"We have been sailing around this harbor, which is almost equal to Port Ludlow," Mrs. Gardner wrote. "The woods surround us so that we cannot see out. We are anchored about two ship's lengths from shore. A few white men live near in log houses, getting out timber.

"The Indians have been having a jubilee (potlatch) and have brought us but few fish. They brought me two baskets of huckleberries. There are salmon, codfish, oysters, ducks and geese in abundance.

"We often go ashore. A Mr. William Webster (who had a warehouse in Port Townsend), lives here."

The next day the Coast Survey steamboat Active anchored near the Sarah Parker. "The Indians call it a fire ship," Mrs. Gardner explained.

"OUR neighbors were off at daylight without even speaking us," the captain's wife wrote the next morning. "Their object was to get the Indian chiefs and make them deliver up an Indian who had recently killed a white man. (A man named Pettingill was murdered at Dungeness. Several chiefs were detained on the Active until the fugitive was delivered. He was taken to Fort Steilacoom to be locked up.)

Mrs. Gardner commented on the crime: "If the white man did not give Indians whiskey there would be less white men killed."

Hard liquor was regarded differently by the male part of the population. A writer telling of Sayward's mill at Port Ludlow declared, "It was next to impossible to run a sawmill without Kentucky brew. When the supply ran short Sayward had to send Indians to Olympia often for a barrel."

Sayward was careful about fire-water around the Indians, however, and had no trouble with them.

MRS. GARDNER wrote of large turnips raised by the settlers near Port Discovery and of receiving a gift of a ten-pound cabbage. When the Sarah Parker had loaded 15,700 board feet of piles, 2,200 feet of squared timber and 27 cords of wood she sailed for the Golden Gate.

"We have orders, if we come again, for a piano, English carpeting, crockery and ox bows," Mrs. Gardner reported.

Before the ship's arrival in San Francisco an earthquake was experienced at sea October 25.

Mrs. Gardner went shopping and visiting as usual. When the Sarah Parker was ready to sail November 14 the little cabin was filled with goods for settlers. This final trip to Port Ludlow was a quick and pleasant passage.

Another of Sayward's ships, the Merchantman, arrived while the Sarah Parker was loading. Sayward also had acquired the Willimantic the previous July and was operating all three vessels between the Sound and San Francisco.

He advertised in the Olympia Pioneer-Democrat that at Port Ludlow he would "keep on hand constantly the largest assortment of provisions, dry goods and groceries to be found in Washington Territory . . . and having a large launch clipper built, will forward them to any port on Puget Sound."

The Sarah Parker was five weeks loading. She departed on an icy day when the Cascade Range stood out clearly. Before departure Mrs. Thomas Hammond of Port Townsend gave the captain's wife two coconuts and three eggs. Mrs. Gardner used the latter to make plum cake.

MRS. GARDNER was back in San Francisco January 28, 1854. Just before the Sarah Parker was ready for sea on February 17 word arrived that the Sayward mill had blown up, the engineer was killed and several were hurt.

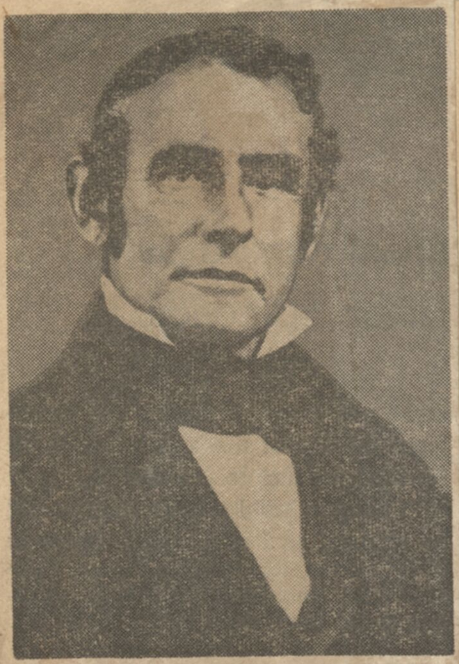
It was cold when the Gardners arrived at Port Townsend late that month and stopped for two days.

"Mrs. (William) Webster, Mrs. (Alfred) Plummer and Miss Reed were on board," Mrs. Gardner related. "We went on shore but it blew so hard that we stayed all night at Mr. (Loren) Hastings'. We had pork steak,

over

fried eggs, new butter and milk, three kinds of cake and bread. We have left George (the Gardners' son) there. They have four children. Frank and Oregon are near his age and the neighbor, Mr. Pettygrove, has two boys. Miss Reed keeps school nearby."

Mrs. Gardner praised the Sarah Parker's own cook: "One of the best out, a colored man, he always has something good — turnip soup, ham broth, baked fish pie, potato pie, etc."


CAPT. WILLIAM GARDNER

She wrote March 19: "We finished loading yesterday, got under way this morning . . . During our stay in Port Ludlow I went on shore but once, for there was no one to see but Indians and 'tis no time for berries."

THIS was Mrs. Gardner's last visit to the Sound. On arriving at San Francisco the Gardners rented a house and the captain sailed north without his wife, April 24. When he returned the price of piling had dropped.

The Sarah Parker went out with a temporary captain on the next trip. There was a reason. Gardner's son, Arthur, was born August 4.

On the Sarah Parker's return she unloaded at Benicia and in October Captain Parker took on freight for New York.

"The ship has been on the dock and had her bottom repaired and been examined by underwriters' agents and by them said to be as capable of carrying a cargo as any of the new clipper ships," Mrs. Gardner wrote.

Her entry of November 30, 1854, reads: "This afternoon we came on board and it begins to seem quite like home."

THE bark left in tow of the steamboat Resolute December 6 and encountered a severe tempest in mid-January. On the 17th they sighted Pitcairn Island in the South Pacific.

"Run in but found it too rugged to land," Mrs. Gardner commented. A boat came off the next day bringing wood, potatoes, poultry, oranges, coconuts and bananas.

John Adams, a resident of the island, spent an evening on board and related that the bark America, having on board the Meiggs families, touched there December 15, 20 days out from Tahiti and bound for the Coast. "They reported themselves to be on a pleasure party seeking a home and knew not where they should land."

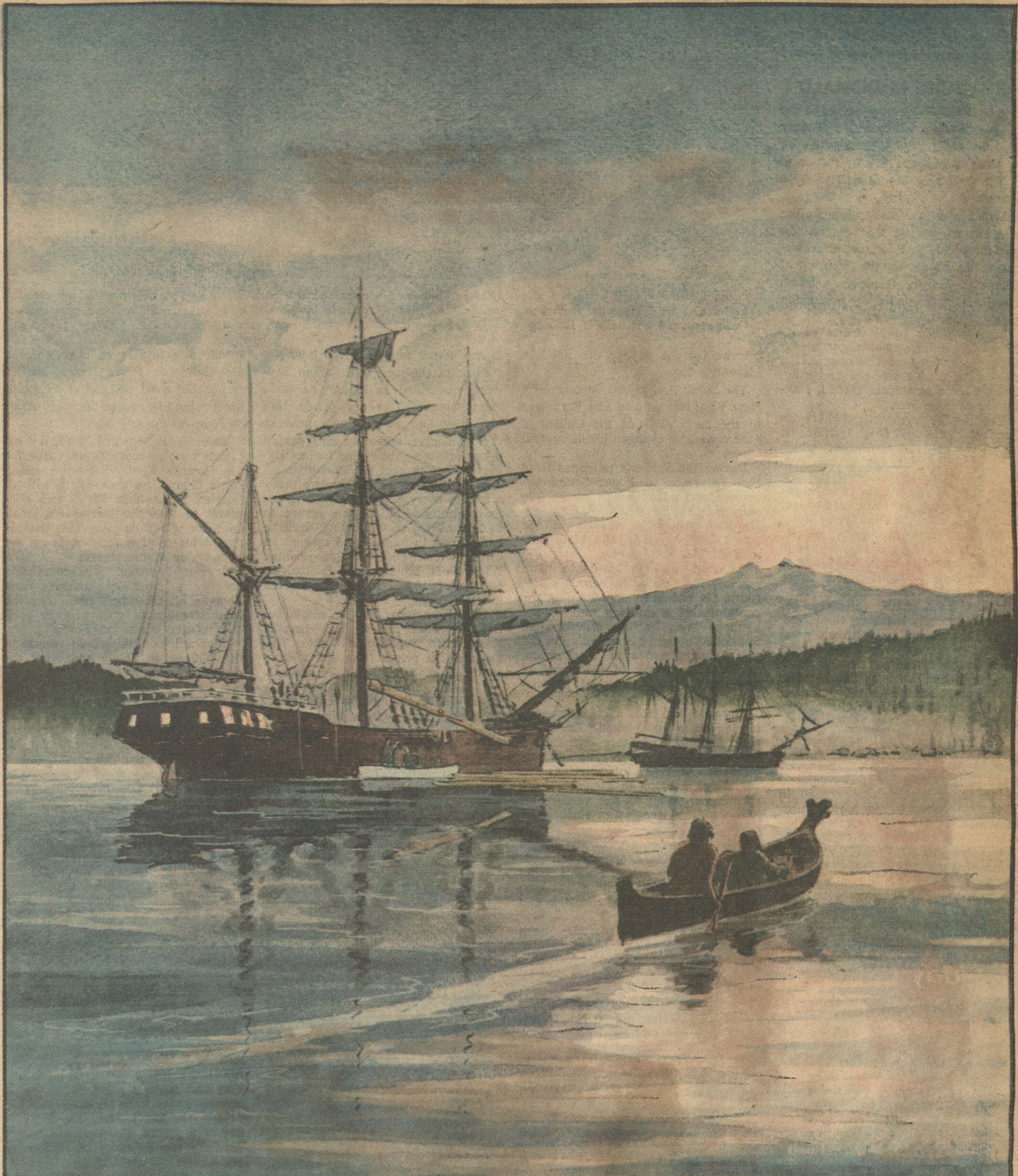
(They settled at Port Blakely.)

THE Gardners passed around Cape Horn without incident, sighting 11 vessels bound for the Pacific Coast in one week. They saw a waterspout four miles away April 12 and on May 1 "came very near being run into by the ship Wellington from New York, it being a thick fog at the time."

The morning of May 4 they took a tow to the Nantucket wharf after a passage of 148 days from San Francisco.

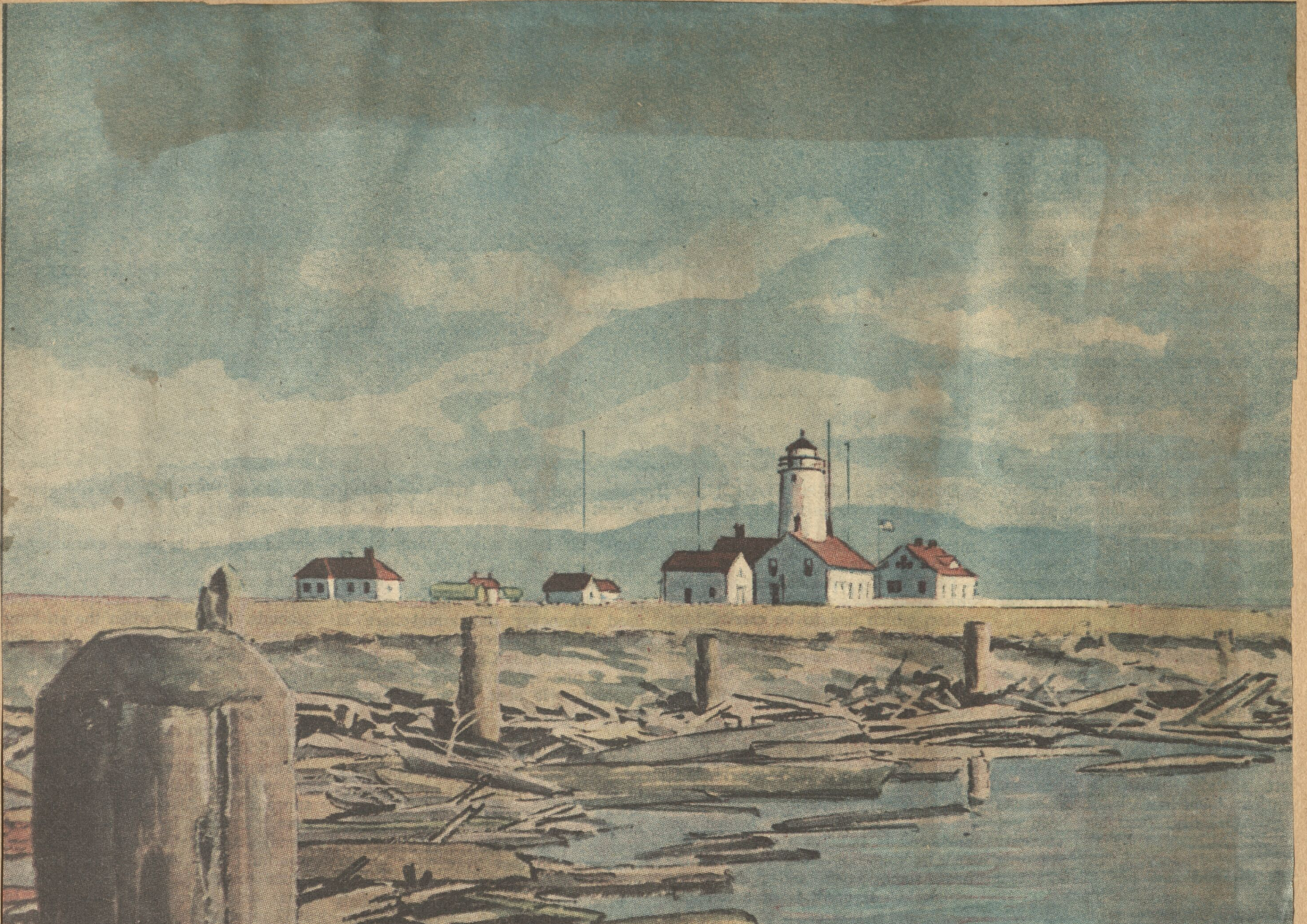
Captain Gardner was returning to the Pacific Coast, his wife and children remaining at home on Nantucket Island, when the Sarah Parker stopped at Rio de Janeiro and drifted into a Brazilian vessel. Both ships were damaged. Captain Parker decided not to wait out the red tape involving the settlement and started home. He contracted yellow fever on the way and died at sea.

A testimonial from some of the captain's passengers, which accompanied Mrs. Gardner's papers, describes him as a man with "unwearied vigilance and professional skill, a commander at all times observant of a refined and gentlemanly courtesy and one who will neither forget or disregard the passengers' comfort and happiness."


Parker McAllister

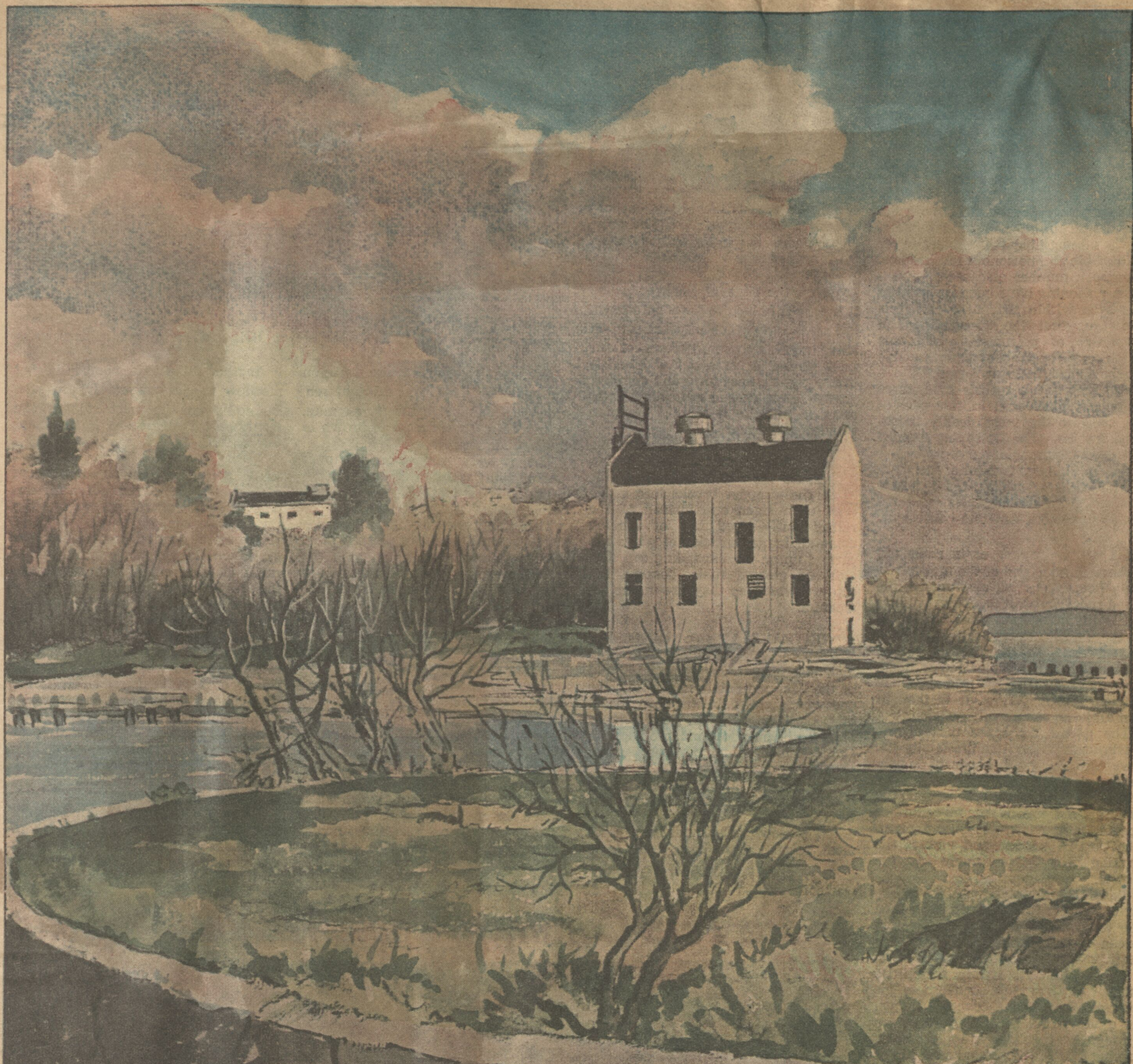
—Water Color by Parker McAllister, Times Staff Artist.

BARK SARAH PARKER, at Port Ludlow in 1853 -:- See Page 2


Parker McAllister

—Water Color by Parker McAllister, Times Staff Artist.

Century-Old Dungeness Lighthouse, Clallam County -:- See Page 2


Parker McAllister

—Water Color by Parker McAllister, Times Staff Artist.

Here Once Was a Historic Sawmill (Port Ludlow) -:-

See Page 5

Today's Cover

ON the cover of today's Magazine Section, Parker McAllister has depicted remnants of a historic lumbering operation of the Puget Sound country.

The picture shows ruins of the Pope & Talbot lumber mill at Port Ludlow, which was shut down permanently in the early 1930's and razed a few years later. In the foreground is the foundation of the mill's big refuse-burner. The old powerhouse stands in the background.

Port Ludlow, on the Olympic Peninsula at the entrance to Hood Canal, was a lumber center 80 years. Its first mill was established in 1853, the year Charlotte Coffin Gardner sailed into the port aboard the bark Sarah Parker, as described in the article on this page.

William P. Sayward's original sawmill at Port Ludlow produced 3,000 to 4,000 board feet of lumber daily. His successors rebuilt and enlarged the plant from time to time until its capacity reached 375,000 board feet daily in the mid-1920's.

Confusing Case of the Sayward Cousins

By LUCILE McDONALD

ACQUISITION by the Seattle Public Library recently of a genealogy of the Sayward family of Maine cleared up a mystery in Washington pioneer annals. In doing so it revealed that first cousins with almost-identical names were active in the pioneer lumber industry on either side of the Strait of Juan de Fuca.

The book also provided a postscript to the recent series of articles in this Magazine Section about visits of the bark Sarah Parker to Puget Sound in the early 1850's.

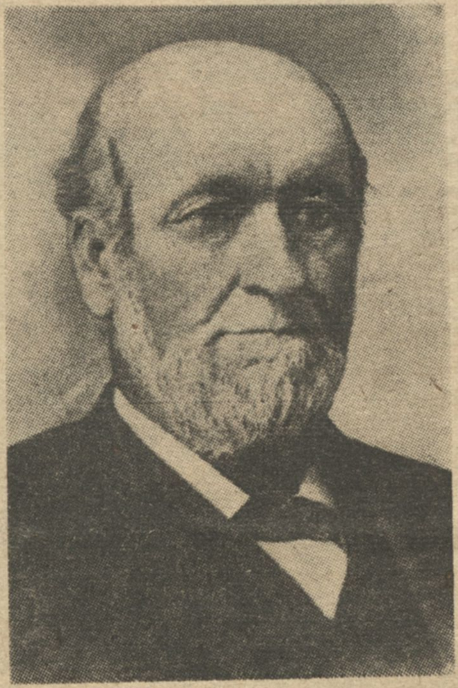
The vessel made several voyages between San Francisco and Port Ludlow, carrying supplies and lumber for William T. Sayward, owner of a mill at Port Ludlow.

In 1858 Sayward leased his mill to another operator and went to San Francisco. The same year his cousin, William P. Sayward, left the California city, took up residence in Victoria and shortly thereafter opened a sawmill.

HISTORIES of the two Saywards dovetailed so closely that some researchers have assumed the discrepancies were due to typographical errors in the hand-set newspapers of early days.

Both men worked as carpenters in Maine, both had gone to the California gold rush, both died in California.

A Sayward erected a sawmill on the York River in Maine as early as 1665. His great-grandson, George Sayward, participated in the Boston Tea Party.



WILLIAM PARSONS SAYWARD was a first cousin of William Taylor Sayward, who operated the first sawmill at Port Ludlow in the 1850's. Both men were active in Pacific Northwest lumbering and historians long have confused their identities.

George settled at Thomaston, Me. with his ten children. Two of his sons, William and James, who were born there, each had a son, William, who came to the Pacific Northwest.

JAMES, a sea captain, lost his life off Cape Cod in 1830, leaving a son and a daughter.

The son, christened William Parsons Sayward, was born in 1818.

This Sayward entered the lumber trade in San Francisco and stayed there until 1858, when he went to Victoria and three years later opened a mill at Saanich.

William Taylor Sayward was born in 1813 on his grandfather's farm at Thomaston. He lived later in Rockland, Me., and was a deputy sheriff until he joined the rush to California in 1849.

William T. engaged in mining and trading for two years and in 1853 was operating a banking business in San Francisco when he decided to enter the lumber and shipping field in Washington Territory, as related in The Times Magazine Section.

Sayward's sale of the Port Ludlow mill was followed by a period of ill health. When he had recovered he became interested in desert lands and orange growing. He was an organizer of the Riverside Land & Irrigation Co. at San Bernardino, Calif. He died in San Francisco June 11, 1887.

MEANWHILE William Parsons Sayward at Victoria accidentally became involved in Washington sawmilling and this added to the confusion of identities.

Mrs. Hazel Niendorff of Seattle, who has probed into Washington lumber and shipping history, learned from old documents that after the long depression of the 1870's the Port Madison mill was in financial difficulties.

F. A. Meigs, the founder, had been a business partner of William P. Sayward when he was in Key West, Fla., and in San Francisco. Meigs turned to his old friend for assistance.

When Sayward became associated with the Port Madison business it operated a steamer and a schooner, strengthening the resemblance of his career and that of his cousin.

Another factor which befuddled historians was the presence at Port Ludlow of William T.'s only brother, Capt. James Wheaton Sayward.

James went from Maine, to the California gold fields in May, 1850, and three years later returned home to become master of the bark William T. Sayward, which was built in a Rockland yard.

James returned to California, taking his family with him, and was in the coasting trade for several years. His home was in Port Ludlow in 1855 when the bark, carrying a cargo of flour from San Francisco to China, sprang a leak near the Asiatic Coast and sank. The passengers and crew were saved.

JAMES SAYWARD settled in California in the 1880's. He was in Victoria at the time of his death in 1903, doubtless having gone there to visit his adopted daughter, who had married the British Columbia cousin's son.

William Parsons Sayward, though residing in Canada, retained his American citizenship and, like the other William, died in San Francisco.

With William P.'s death in February, 1905, the careers of the logging and ship-owning Saywards ended, but the confusion of identities was perpetuated by no less eminent historians than Clinton Snowden and Col. William Prosser, whose books are standard reference works on early Washingtonia.

May 11, 1958